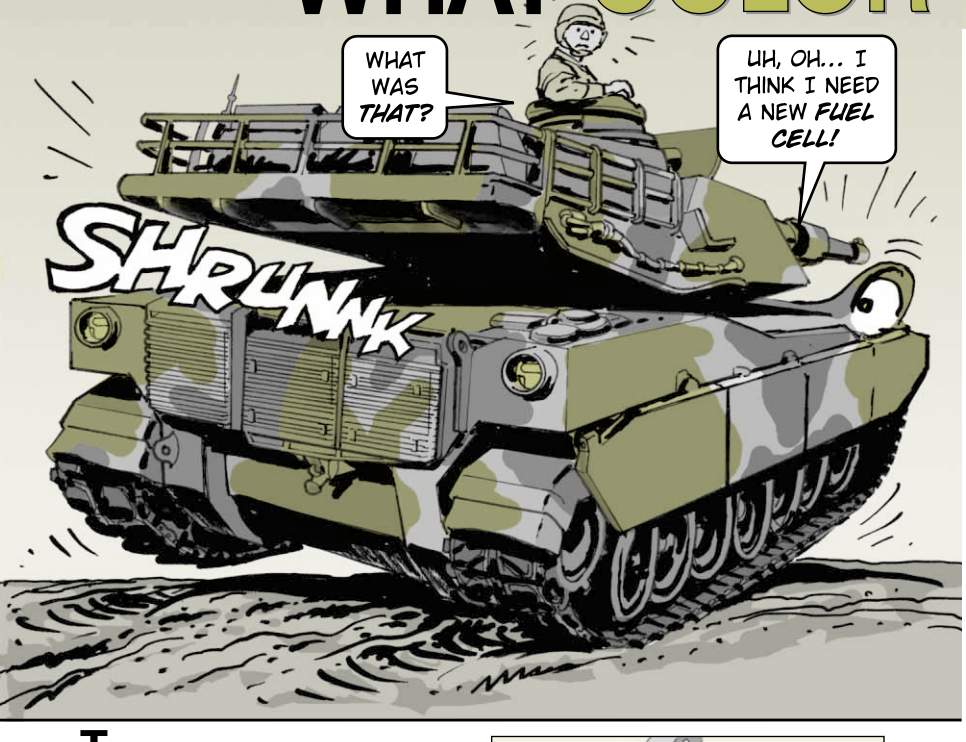
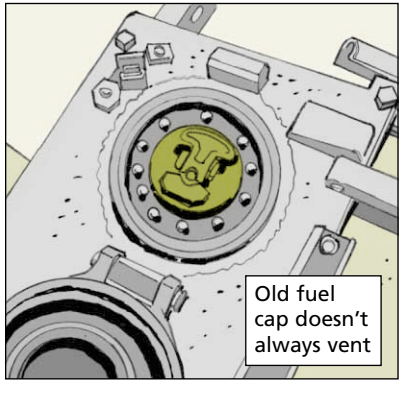
WHAT COLOR ARE YOUR CAPS?



Tankers, if your vehicle has fuel caps, NSN 5340-01-387-4007, you could have some problems transferring fuel.

Those fuel caps have a small, black cartridge filter on top. The check valve on the cartridge filter is supposed to pop open whenever there's a pressure imbalance between air inside and outside the fuel cells—like every time you transfer fuel.

Unfortunately, the check valve doesn't always work. If it doesn't pop up, you get pressure buildup in the front fuel cell that could collapse it. Then, your tank has to go to depot for a new fuel cell.


Old fuel cap doesn't always vent

A new, more reliable green cartridge filter is available as part of the semiannual service kit, NSN 2540-01-255-3347. That means your old fuel caps will be automatically converted during your tank's next service.

In the meantime, to be safe, loosen the front two fuel caps before you begin transferring fuel. That lets air in and keeps the pressure balanced so the fuel cells won't collapse.

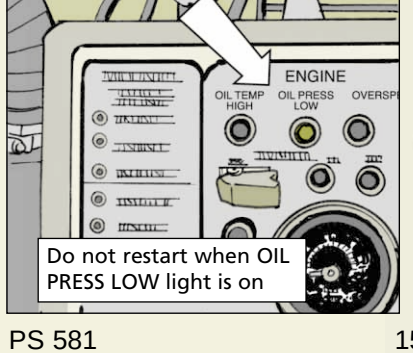
You can also order new fuel caps, NSN 5342-01-467-5645, that already have the green cartridge filter installed. Just make sure you change out the caps in pairs: both front caps or both rear caps. Otherwise, the difference in pressure during fuel transfer can collapse a fuel cell.

Make a note of the new fuel cap NSN until it is added to the parts TMs.

Think Before You Restart

Drivers, if your tank aborts right after start-up, think before you try an immediate restart.

Maybe you'll remember to eyeball the OIL PRESS LOW caution light on the master panel. If it's on, you've just found the reason for the abort. The tank's electronic control unit shut down the vehicle because of low oil pressure in the engine.



Do not restart when OIL PRESS LOW light is on

Trying to restart the vehicle will just result in another abort—and can cause heat damage to the combustor can and nozzles in the engine's rear module.

Call in your mechanic. He'll troubleshoot the problem to find out why your tank has low oil pressure.